The Wisconsin Department of Transportation
Division of Transportation Infrastructure Management
Bureau of Aeronautics

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Annual DBE Goals --- FFY 2009

For

U. S. Department of Transportation
Federal Aviation Administration
Great Lakes Region

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WisDOT DTIM BOA
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Appendix "A"

The WisDOT Program of anticipated Aeronautics work for FFY 2009

Overview of WisDOT Annual DBE Goal Setting process for FAA

Most USDOT-assisted work delivered by WisDOT comes through FHWA. The WisDOT Bureau of Equity and Environmental Services (BEES) works with the WisDOT Bureau of Highway Construction and the FHWA in DBE matters. The WisDOT Bureau of Aeronautics (BOA) works with the above Offices under the guidance of FAA's Great Lakes Region Office. WisDOT's submission to FHWA is foundational to and accompanies this submission to FAA.

WisDOT is the **Recipient** of FAA Apportionment, Discretionary and non-Primary Entitlement monies for Wisconsin General Aviation airports.

WisDOT manages DBE Goals for **seven Recipient Primary airports:** namely,

Austin Straubel International Airport in Green Bay
Central Wisconsin Airport in Mosinee
Chippewa Valley Regional Airport in Eau Claire
Dane County Regional Airport in Madison
La Crosse Municipal Airport in La Crosse
Outagamie County Regional Airport in Appleton
Rhinelander-Oneida County Airport in Rhinelander.

General Mitchell International Airport in Milwaukee manages its own DBE Annual Goals.

Nearly all FAA-assisted contracts administered by WisDOT have DBE **Contract Goals**. Security equipment and land purchases have contracts that may not have contract goals. Contract Goals utilize the RC / RN ratios established for Annual Goals.

The **Date** of signing a consultant contract or the bid date of a construction contract determines "FAA-assisted-ness" and, if so, into which FFY (Oct. 1 to Sept. 30) the contract falls.

We compute **Annual Overall Goals** for each Recipient as a weighted average of Consultant and Construction Goals for that Recipient. If we had, e. g., a consultant Goal of 20 % and a construction Goal of 10 %, with consultation being 1/5 and construction being 4/5 of anticipated work, then we compute an overall Goal = (20 % X 1 + 10 % X 4) / (1 + 4) = 12 %.

We compute **Annual Consultant and Construction Goals** for FAA-assisted work using the equation "Goal = (SONC + History) / 2", where **SONC** (Step One Nose Count) is defined as the percentage of DBE firms ready, willing and able (RW&A) to do aeronautics work among all firms so RW&A; and **History** is the percentage of dollars committed to DBE firms to dollars initially contracted to Prime Contractors and/or Consultants through FAA-assisted contracts in the past five years.

SONC represents all firms RW&A to build airports in Wisconsin "equally" just as each State has two Senators in the U. S. Senate. **History** represents all firms "unequally" just as each State has representation in the U. S. House of Representatives according to its population. (History represents all dollars associated with federally-assisted contracts equally.) Eventually we will have dollars spent, rather than dollars committed, History data.

SONC is a view of the "ideal"; **History,** a view of "reality." Using each takes into account the facts that certain companies have developed ability and experience in building Wisconsin transportation facilities over the years ("reality") and certain other companies are being helped by WisDOT to develop ability and experience ("ideal").   **4**

We use raw data from BEES' Civil Rights Compliance System (CRCS) to create our SONC percentages. CRCS data shows DBE firms self-identified to work in specific WisDOT Regions. This data also shows most, but not all of our non-DBE firms identified to work in their "home Region". For each Primary Airport we use CRCS data from its Region. For General Aviation airports we combine CRCS data from all five Regions.

We use our five-year **History** of Commitment to Subcontract To DBE firms broken down into the seven Primaries and the five WisDOT Regions (for General Aviation). As with SONC data we combine Regional values in the end to produce statewide General Aviation Goals.

Once a Consultant or Construction Annual Goal is computed, then we divide it into **Race Conscious** (RC) and **Race Neutral** (RN) components using the ratio of RC and RN commitment in the past five years of History. For example, if there were 2/3 RC and 1/3 RN commitment in the past five years then we divide the Annual Goal into 2/3 RC and 1/3 RN.

We then combine Consultant and Construction Goals weighted by anticipated FFY 2009 work to produce Overall Goals.

BEES published our Annual Goals for public comment. No comments were received.

The efforts made by BEES to promote DBE opportunity in a race neutral fashion for all transportation modes are highlighted in the WisDOT Annual Goal submission to FHWA.

We consider whether there might be a significant change in Type of Work at the Primary airports. Such a change might justify an effort to obtain more data for Goal setting at that airport. None of the Primaries need such additional attention for FFY 2009.

Explanation of the Appendix "A" entries

The FFY 2009 Program of anticipated airport work, listed alphabetically by airport, is the last section of this submission. This includes not only FAA-assisted consultant and construction work that will have contract Goals, but also State Aid, Sponsor Only and other work (e.g., the purchase of snow removal equipment) that will not involve DBE Goals.